

Administration (AIR-510), 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-7061.

Issued in Washington, DC, on December 8, 1995.

Clyde A. Miller,
Manager, Research Division, AAR-200.
[FR Doc. 95-30450 Filed 12-13-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Intelligent Transportation Society of America; Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The Intelligent Transportation Society of America (ITS AMERICA) will hold a meeting of its Coordinating Council on January 9, 1996. The session is expected to focus on: (1) Federal Intelligent Transportation Systems (ITS) reports; (2) ITS AMERICA President's report; (3) Dedicated Short Range Communications Standard; (4) Report on Intermodal Transportation Workshop; (5) Update on Outreach Activities to State and Local Governments; (6) Update on ITS AMERICA Committee Action Plans; (7) Update on World Congress activities; (8) Discussion of the ITS AMERICA Sixth Annual Meeting. ITS AMERICA provides a forum for national discussion and recommendations on ITS activities including programs, research needs, strategic planning, standards, international liaison, and priorities. The charter for the utilization of ITS AMERICA establishes this organization as an advisory committee under the Federal Advisory Committee Act (FACA), 5 U.S.C. app. 2, when it provides advice or recommendations to DOT officials on ITS policies and programs. (56 FR 9400, March 6, 1991). **DATES:** The Coordinating Council of ITS AMERICA will meet on January 9 from 9:30 a.m. to 12:00 noon (Eastern Standard time).

ADDRESSES: Sheraton Washington Hotel, 2660 Woodley Road, NW., Washington, D.C. 20008, (202) 328-2000.

FOR FURTHER INFORMATION CONTACT: Materials associated with this meeting may be examined at the offices of ITS AMERICA, 400 Virginia Avenue, SW., Suite 800, Washington, D.C. 20024. Persons desiring further information or to request to speak at this meeting should contact Mr. Chris Body at ITS AMERICA by telephone at (202) 484-4131, or by FAX at (202) 484-3483. The

DOT contact is Mr. Whitey Metheny, FHWA, HVH-1, Washington, D.C. 20590, (202) 366-2835. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except for legal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: December 6, 1995

Christine M. Johnson,
Director, ITS Joint Program Office.
[FR Doc. 95-30454 Filed 12-13-95; 8:45 am]
BILLING CODE 4910-22-P

Intelligent Transportation Society of America; Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The Intelligent Transportation Society of America (ITS AMERICA) will hold a meeting of its Board of Directors on January 11, 1996. The session is expected to focus on: (1) Federal ITS program reports; (2) Report of the ITS AMERICA Nominating Committee; (3) Report of the ITS AMERICA Coordinating Council; (4) Report on the ITS Deployment Goal Statement; (5) Update on the ITS AMERICA Sixth Annual Meeting; (6) Report on ITS World Congresses: Yokohama Review (1995), Orlando Plans (1996). ITS AMERICA provides a forum for national discussion and recommendations on ITS activities including programs, research needs, strategic planning, standards, international liaison, and priorities. The charter for the utilization of ITS AMERICA establishes this organization as an advisory committee under the Federal Advisory Committee Act (FACA), 5 USC app. 2, when it provides advice or recommendations to DOT officials on ITS policies and programs. (56 FR 9400, March 6, 1991). **DATES:** The Board of Directors of ITS AMERICA will meet on January 11 from 1:00 p.m. to 5:00 p.m.

ADDRESSES: Sheraton Washington Hotel, 2660 Woodley Road, N.W., Washington, D.C. 20008, (202) 328-2000.

FOR FURTHER INFORMATION CONTACT: Materials associated with this meeting may be examined at the offices of ITS AMERICA, 400 Virginia Avenue, SW., Suite 800, Washington, D.C. 20024. Persons desiring further information or to request to speak at this meeting should contact Mr. Chris Body at ITS AMERICA by telephone at (202) 484-4131 or by FAX at (202) 484-3483. The DOT contact is Mr. Whitey Metheny, FHWA, HVH-1, Washington, D.C. 20590, (202) 366-2835. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday

through Friday, except for legal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on December 6, 1995.

Christine M. Johnson,
Director, ITS Joint Program Office.
[FR Doc. 95-30455 Filed 12-13-95; 8:45 am]
BILLING CODE 4910-22-P

National Highway Traffic Safety Administration

[Docket 95-41 GR]

Public Meeting: Glazing Research

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of public meeting; request for comments.

SUMMARY: This notice: (1) Announces a public meeting to discuss NHTSA's research findings to date on advanced glazing materials that may prevent ejection of vehicle occupants through motor vehicle windows during crashes; (2) invites oral presentations at the meeting from industry experts, equipment manufacturers, and vehicle manufacturers; and (3) invites written comments and data from the public on the same subject. To focus the responses in preparation for this technology transfer and information exchange, the agency also provides a list of questions for commenters.

DATES: *Public meeting:* The Advanced Glazing Research Meeting will be held on Thursday, February 1, 1996, from 9:00 a.m. to 4:00 p.m., Eastern Standard Time. The agenda is discussed below.

Written comments: Written comments are due before March 1, 1996.

ADDRESSES: *Public meeting:* The public meeting will be held at the following location: Holiday Inn Capitol, 550 C Street SW., Washington, DC 20024, Telephone: (202) 479-4000, Fax: (202) 488-4627.

Written comments: All written comments should be mailed to the Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 7th Street SW., Washington, DC 20590. Please refer to the docket number when submitting written comments.

FOR FURTHER INFORMATION CONTACT: Margaret Gill, Office of Vehicle Safety Standards, NPS-12, NHTSA, 400 7th Street SW., Washington, DC 20590 (telephone 202-366-2264, fax 202-366-4329). By electronic mail: MGill@nhtsa.dot.gov

SUPPLEMENTARY INFORMATION:**I. Background**

The Intermodal Surface Transportation Efficiency Act of 1991 required NHTSA to initiate rulemaking to address the problems of rollover crashes. To fulfill this requirement, the agency published an Advance Notice of Proposed Rulemaking (ANPRM) on January 2, 1992, (57 FR 242) to solicit information concerning rollover crashes. A Rulemaking Plan entitled "Planning Document for Rollover Prevention and Injury Mitigation" (Docket 91-68 No. 1) was published for public review on September 29, 1992 (57 FR 198). The planning document outlined crash avoidance and crashworthiness rulemaking approaches to reduce rollover-related injuries and fatalities.

As part of the analysis of rollover accidents, the agency determined that a significant number of injuries and deaths was associated with ejection of vehicle occupants out of windows. Accordingly, the agency broadened the goal of an ongoing side-impact research program to include research on preventing ejection through glazing during rollover accidents. The agency also created a cross-agency research team to expedite the research and analysis of the problem of occupants being ejected through glazing. This Advanced Glazing Research Team has developed analytical and research tools to evaluate the problem of ejection, and to assess potential mitigating glazing designs, and has so far:

1. Developed and built an impactor that can project 18 kilograms (40 pounds) at 24 kilometers per hour (15 mph). This represents a maximum force that NHTSA believes is likely to be exerted by the head/shoulder on the side windows in a typical rollover or side impact crash. This impactor is being used in NHTSA's research for testing advanced glazing materials.

2. Developed full-vehicle computer models and finite element material models (FEA) to assess the potential for occupant injury against the glazing encountered in rollover crashes.

3. Monitored technological developments in advanced glazing.

4. Manufactured and tested prototype encapsulated windows, mounted in modified doors.

5. Conducted a cost, weight, and lead-time analysis of the use of alternative glazing materials.

6. Conducted a benefits analysis to determine the number of lives potentially saved by the use of alternative glazing materials.

These activities are detailed in two reports: (1) "Alternative Glazing Cost

Study, September 1995 Final Report" and (2) "Ejection Mitigation Using Advanced Glazing, A Status Report, November 1995." Copies of these reports have been placed in docket 95-41-GR. NHTSA encourages commenters to review these reports prior to the public meeting, because they form the basis for many of the questions upon which the agency is requesting comment.

The agency believes that the alternative glazing concepts that it has examined for the front, side windows of light vehicles are capable of preventing approximately 1,300 fatalities per year. Vehicle modifications for these front and side window systems may cost between \$48 and \$79 per vehicle. Prototype systems have been produced and appear feasible and practical.

II. Questions for the Public

To aid the agency in acquiring the information it needs from its partners who will be submitting written comments, and to focus the discussion at the public meeting, NHTSA is including a list of questions and requests for data within this notice. For easy reference, the questions are numbered consecutively. NHTSA encourages commenters to provide specific responses for each question for which they may have information or views. In addition, to facilitate tabulation of the written comments in sequence, please identify the number of each question to which you are responding.

NHTSA requests that commenters provide as specific a rationale as possible, including analysis of safety consequences, for any positions that are taken. NHTSA encourages commenters to provide scientific analysis and data relating to materials, designs, testing, manufacturing and field experience.

The following list of questions does not purport to be an all-inclusive collection of items relevant to this research. NHTSA encourages commenters to provide any other data they believe are relevant.

1. Are the glazing materials selected for computer modeling sufficient to characterize the responses that may be observed from ejection resistant glazing materials? Can you suggest additional materials for use in NHTSA's computer models? If so, can you supply any impact-speed-sensitive material data?

2. Are NHTSA's current retention test equipment and procedures sufficient to characterize a glazing's ability to keep an occupant in a vehicle? Can you suggest additional test techniques that should be investigated? Do you know of

any additional research on occupant-glazing impacts?

3. Are the cost data presented in the report accurate? If not, can you supply NHTSA with some better cost data?

4. Please provide any comments and supporting material of your comments on the cost, weight, and lead time analysis conducted by NHTSA.

5. Are the injury criteria discussed in this report sufficient? Can you recommend others? Do you have any injury test data?

6. Do you have any information that addresses the repeatability of glazing impact tests?

7. Does the encapsulation design look practical for production vehicles? Do you know of any movable side window encapsulation systems currently in production? Can you recommend any improvements to the encapsulation system NHTSA used?

8. To what extent of vehicle damage would encapsulated advanced glazing be effective in preventing occupant ejection?

9. Do the current hard coat techniques provide adequate scratch resistance for rigid plastic and glass-plastic glazing to be practicable for side windows and acceptable to consumers? Do you know of any new technologies that should be investigated?

10. Is durability or environmental exposure a problem with any advanced glazing materials?

11. The recently implemented British Standard AU 209 Part 4: 1995, permits laminated security glazing, which will deter unauthorized entry into a motor vehicle. Would an investigation of these security glazings benefit NHTSA's ejection mitigation research program?

12. Are there any quantifiable security or design benefits to these security glazings?

13. Are there any performance benefits, other than preventing ejections, known to be associated with ejection-mitigating glazings?

14. Are there any known disadvantages to ejection-mitigating glazings?

15. Are there any vehicles currently in use that employ advanced glazing materials?

16. Are there any other data, research or analyses available on glazing impacts? Is there any work being done on laceration measurement?

17. Are there any data to support or refute the data or conclusions of the agency's status report?

III. Public Meeting Procedural Matters

As part of the President's initiative to reform the regulatory process, the agency has taken steps to increase

technology transfer and exchange with the public and the automotive industry, in various aspects of highway and motor vehicle safety. As part of this goal to promote national and international cooperation, the agency will conduct a public meeting on the ongoing research program concerning mitigation of motor vehicle occupant ejections out of windows. At this public meeting, the agency will present test and analytical data that the agency has gathered to date. The agency's presentation will include:

- Background and Basis for the Research
- Research, including impactor development, prototype ejection-mitigating design development, and component test results.
- Computer modeling of glazing impacts
- Alternative glazing systems cost, weight, lead time
- Benefits analysis

The agency also solicits relevant presentations, research findings, and views from its partners at this meeting. NHTSA especially solicits participation in the form of presentations by technical experts, both in the form of critiques of the agency's research and of independent research. Within the available time, NHTSA will try to accommodate all persons wishing to make oral presentations.

Those wishing to make oral presentations at the meeting should contact the Public Meeting Coordinator, Margaret Gill, at the mailing address, telephone number, fax number, or electronic mail address listed above, by January 17, 1996. If the presentation will include slides, motion pictures, or other visual aids, please so indicate and NHTSA will make the proper equipment available. Presenters should bring at least one copy of their presentation to the meeting so that NHTSA can readily include the material in the public record. NHTSA will provide "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, brailled materials or large print materials and/or a magnifying device) to speakers or other participants as necessary. Any person desiring assistance of auxiliary aids should contact Margaret Gill, (202) 366-2264, by close-of-business, January 17, 1996.

The agency estimates that NHTSA's presentations will take approximately three and one-half hours, consuming the morning session of the meeting. The afternoon session will be used for other presenters, and for questions that

weren't answered during the morning session. There will be a question period after each presentation. Those speaking at the public meeting should limit the length of their presentations to 20 minutes.

A tentative agenda will be available January 22, 1996. You can obtain the tentative agenda upon request from the agency, or over the Internet on NHTSA's Internet home page at <http://www.nhtsa.dot.gov/nps/glazmeet.html>. A final schedule of participants making oral presentations will be available at the designated meeting room on the day of the meeting.

The agency intends to conduct the after-presentation portions of the public meeting in an informal manner, in order to promote maximum participation by all who attend. Interested persons may ask questions or provide comments immediately after each party has completed its presentation. If time permits, persons who have not requested time to speak but would like to make a statement or presentation will be afforded an opportunity to do so. There will be further opportunities for questions and information exchange at the end of the meeting.

After the meeting, NHTSA will place a copy of any written statements in the docket for this notice. A verbatim transcript of the meeting will be prepared and also placed in the NHTSA docket as soon as possible after the meeting.

IV. Submission of Written Comments

Participation in the meeting is not a prerequisite for the submission of written comments. NHTSA invites written comments from all interested parties. It is requested but not required that 10 copies be submitted. Written comments must not exceed 15 pages in length. (See 49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15-page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and seven copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation, 49 CFR 512.

All relevant comments received will be reviewed by the agency and will be available for examination in the docket at the above address. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

Issued on December 8, 1995.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-30425 Filed 12-13-95; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Privacy Act of 1974; As Amended; System of Records

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Amendment to an existing system of records.

SUMMARY: In accordance with the Privacy Act of 1974 (Privacy Act), the Department of the Treasury (Treasury), the Office of the Comptroller of the Currency (OCC) is publishing an amendment to an existing system of records. This amendment reflects an ongoing review of an existing system of records pursuant to Appendix I to OMB Circular No. A-130—Revised, which has resulted in changes in nearly all elements of the system of records. In addition, the changes reflect a new proposed interagency suspicious activity reporting process, combining the criminal referral and suspicious financial transactions reporting requirements of the Federal financial regulatory agencies and Treasury, and involving the use of a new computerized database maintained by Financial Crimes Enforcement Network (FinCEN) on behalf of the Federal financial regulatory agencies and Treasury.

DATES: Comments must be received by January 16, 1996. If no comments are received which precipitate changes to the system, the system will become effective on January 23, 1996.

ADDRESSES: Comments should be sent to: Communications Division, Docket No. 95-25, Office of the Comptroller of the Currency, 250 E Street, SW, Washington, DC 20219, or FAX number 202-874-5274. Electronic comments should be sent to REG.COMMENTS.OCC.TREAS.GOV.